

(5) The ATD's head either does not contact any portion of the crew or passenger compartment or, if contact is made, the head impact does not exceed a head injury criteria (HIC) of 1,000 as determined by this equation.

$$\text{HIC} = (t_2 - t_1) \left[\frac{1}{(t_2 - t_1)} \int_{t_1}^{t_2} a(t) dt \right]^{2.5}$$

Where: $a(t)$ is the resultant acceleration at the center of gravity of the head form expressed as a multiple of g (the acceleration of gravity) and $t_2 - t_1$ is the time duration, in seconds, of major head impact, not to exceed 0.05 seconds.

(6) Loads in individual shoulder harness straps must not exceed 1,750 pounds. If dual straps are used for retaining the upper torso, the total harness strap loads must not exceed 2,000 pounds.

(7) The maximum compressive load measured between the pelvis and the lumbar column of the ATD must not exceed 1,500 pounds.

(d) An alternate approach that achieves an equivalent or greater level of occupant protection, as required by this section, must be substantiated on a rational basis.

[Amdt. 29-29, 54 FR 47320, Nov. 13, 1989, as amended by Amdt. 29-41, 62 FR 46173, Aug. 29, 1997]

§ 29.563 Structural ditching provisions.

If certification with ditching provisions is requested, structural strength for ditching must meet the requirements of this section and § 29.801(e).

(a) *Forward speed landing conditions.* The rotorcraft must initially contact the most critical wave for reasonably probable water conditions at forward velocities from zero up to 30 knots in likely pitch, roll, and yaw attitudes. The rotorcraft limit vertical descent velocity may not be less than 5 feet per second relative to the mean water surface. Rotor lift may be used to act through the center of gravity throughout the landing impact. This lift may not exceed two-thirds of the design maximum weight. A maximum forward velocity of less than 30 knots may be used in design if it can be demonstrated that the forward velocity se-

lected would not be exceeded in a normal one-engine-out touchdown.

(b) *Auxiliary or emergency float conditions—(1) Floats fixed or deployed before initial water contact.* In addition to the landing loads in paragraph (a) of this section, each auxiliary or emergency float, or its support and attaching structure in the airframe or fuselage, must be designed for the load developed by a fully immersed float unless it can be shown that full immersion is unlikely. If full immersion is unlikely, the highest likely float buoyancy load must be applied. The highest likely buoyancy load must include consideration of a partially immersed float creating restoring moments to compensate the upsetting moments caused by side wind, unsymmetrical rotorcraft loading, water wave action, rotorcraft inertia, and probable structural damage and leakage considered under § 29.801(d). Maximum roll and pitch angles determined from compliance with § 29.801(d) may be used, if significant, to determine the extent of immersion of each float. If the floats are deployed in flight, appropriate air loads derived from the flight limitations with the floats deployed shall be used in substantiation of the floats and their attachment to the rotorcraft. For this purpose, the design airspeed for limit load is the float deployed airspeed operating limit multiplied by 1.11.

(2) *Floats deployed after initial water contact.* Each float must be designed for full or partial immersion prescribed in paragraph (b)(1) of this section. In addition, each float must be designed for combined vertical and drag loads using a relative limit speed of 20 knots between the rotorcraft and the water. The vertical load may not be less than the highest likely buoyancy load determined under paragraph (b)(1) of this section.

[Amdt. 27-26, 55 FR 8003, Mar. 6, 1990]

FATIGUE EVALUATION

§ 29.571 Fatigue evaluation of structure.

(a) *General.* An evaluation of the strength of principal elements, detail design points, and fabrication techniques must show that catastrophic failure due to fatigue, considering the

effects of environment, intrinsic/discrete flaws, or accidental damage will be avoided. Parts to be evaluated include, but are not limited to, rotors, rotor drive systems between the engines and rotor hubs, controls, fuselage, fixed and movable control surfaces, engine and transmission mountings, landing gear, and their related primary attachments. In addition, the following apply:

(1) Each evaluation required by this section must include—

(i) The identification of principal structural elements, the failure of which could result in catastrophic failure of the rotorcraft;

(ii) In-flight measurement in determining the loads or stresses for items in paragraph (a)(1)(i) of this section in all critical conditions throughout the range of limitations in § 29.309 (including altitude effects), except that maneuvering load factors need not exceed the maximum values expected in operations; and

(iii) Loading spectra as severe as those expected in operation based on loads or stresses determined under paragraph (a)(1)(ii) of this section, including external load operations, if applicable, and other high frequency power cycle operations.

(2) Based on the evaluations required by this section, inspections, replacement times, combinations thereof, or other procedures must be established as necessary to avoid catastrophic failure. These inspections, replacement times, combinations thereof, or other procedures must be included in the airworthiness limitations section of the Instructions for Continued Airworthiness required by § 29.1529 and section A29.4 of appendix A of this part.

(b) *Fatigue tolerance evaluation (including tolerance to flaws).* The structure must be shown by analysis supported by test evidence and, if available, service experience to be of fatigue tolerant design. The fatigue tolerance evaluation must include the requirements of either paragraph (b)(1), (2), or (3) of this section, or a combination thereof, and also must include a determination of the probable locations and modes of damage caused by fatigue, considering environmental effects, intrinsic/discrete flaws, or accidental

damage. Compliance with the flaw tolerance requirements of paragraph (b)(1) or (2) of this section is required unless the applicant establishes that these fatigue flaw tolerant methods for a particular structure cannot be achieved within the limitations of geometry, inspectability, or good design practice. Under these circumstances, the safe-life evaluation of paragraph (b)(3) of this section is required.

(1) *Flaw tolerant safe-life evaluation.* It must be shown that the structure, with flaws present, is able to withstand repeated loads of variable magnitude without detectable flaw growth for the following time intervals—

(i) Life of the rotorcraft; or

(ii) Within a replacement time furnished under section A29.4 of appendix A to this part.

(2) *Fail-safe (residual strength after flaw growth) evaluation.* It must be shown that the structure remaining after a partial failure is able to withstand design limit loads without failure within an inspection period furnished under section A29.4 of appendix A to this part. Limit loads are defined in § 29.301(a).

(i) The residual strength evaluation must show that the remaining structure after flaw growth is able to withstand design limit loads without failure within its operational life.

(ii) Inspection intervals and methods must be established as necessary to ensure that failures are detected prior to residual strength conditions being reached.

(iii) If significant changes in structural stiffness or geometry, or both, follow from a structural failure or partial failure, the effect on flaw tolerance must be further investigated.

(3) *Safe-life evaluation.* It must be shown that the structure is able to withstand repeated loads of variable magnitude without detectable cracks for the following time intervals—

(i) Life of the rotorcraft; or

(ii) Within a replacement time furnished under section A29.4 of appendix A to this part.

[Amdt. 29–28, 54 FR 43930, Oct. 27, 1989]